

3. The vehicle control method according to claim 1, wherein the vibration is applied in at least one of the revolution direction, width direction and load support direction of the tire.
4. The vehicle control method according to claim 1, wherein the amplitude of the vibration is modulated to 1 to 2,000 % of the depth of a tread or the thickness of a top tread rubber.
5. The vehicle control method according to claim 1, wherein the frequency of the vibration is modulated to 1 Hz to 1 kHz.
6. The vehicle control method according to claim 1, wherein the frequency of the vibration is modulated to 20 Hz to 1 kHz.

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7. The vehicle control method according to claim 1, wherein at least one of the amplitude, frequency and phase of deformation of vibration to be applied to the tire in the load support direction or revolution direction of the tire is controlled to minimize the rolling resistance of the tire caused by friction between the tire and the surface of a road at the time of running.

10. The vehicle control apparatus according to claim 9, wherein said control means is provided with means of turning on or off said vibration generating means.

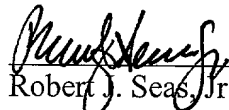
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REMARKS

Entry and consideration of this Amendment is respectfully requested.

Respectfully submitted,

SUGHRUE MION, PLLC
2100 Pennsylvania Avenue, N.W.
Washington, D.C. 20037-3213
Telephone: (202) 293-7060
Facsimile: (202) 293-7860
RJS/rwl
Date: February 27, 2002


Robert J. Seas, Jr.
Registration No. 21,092

APPENDIX

VERSION WITH MARKINGS TO SHOW CHANGES MADE

IN THE CLAIMS:

The claims are amended as follows:

3. The vehicle control method according to claim 1 ~~or 2~~, wherein the vibration is applied in at least one of the revolution direction, width direction and load support direction of the tire.
4. The vehicle control method according to claim ~~any one of claims 1 to 3~~, wherein the amplitude of the vibration is modulated to 1 to 2,000 % of the depth of a tread or the thickness of a top tread rubber.
5. The vehicle control method according to claim ~~any one of claims 1 to 4~~, wherein the frequency of the vibration is modulated to 1 Hz to 1 kHz.
6. The vehicle control method according to claim ~~any one of claims 1 to 5~~, wherein the frequency of the vibration is modulated to 20 Hz to 1 kHz.
7. The vehicle control method according to claim ~~any one of claims 1 to 6~~, wherein at least one of the amplitude, frequency and phase of deformation of vibration to be applied to the tire in the load support direction or revolution direction of the tire is controlled to minimize the rolling resistance of the tire caused by friction between the tire and the surface of a road at the time of running.
10. The vehicle control apparatus according to claim ~~claim~~ 9, wherein said control means is provided with means of turning on or off said vibration generating means.